

San Diego County Traffic Advisory Committee



Committee Secretary
5510 Overland Avenue #410, Room 470, M.S. 0-334
San Diego, California 92123-1239
(858) 694-3845

Represented Agencies

Automobile Club of Southern
California
California Department of
Transportation
California Highway Patrol
Independent Insurance Agents
& Brokers of San Diego
San Diego County Bicycle Coalition
San Diego County Department of
Public Works
San Diego County Office of Education
San Diego County Pacific Safety
Council
San Diego County
Sheriff's Department

April 10, 2014

TO: Community Planning / Sponsor / Group Chairpersons

FROM: Secretary, Traffic Advisory Committee

MEETING NOTICE

Attached is the tentative agenda for the April 25, 2014 meeting of the Traffic Advisory Committee (TAC). The meeting will begin at 9:00 AM in the **Department of the Public Works, Second Floor Room 271, 5510 Overland Avenue in San Diego.**

If there is an item on this agenda that your community planning/sponsor group would like to submit a formal recommendation to the Board of Supervisors on and need additional time to review it, please contact Maria Rubio-Lopez at (858) 694-3845 by noon on Wednesday, April 16, 2014 to request the item be continued. Normally, a continued item will be placed on the agenda of the next TAC meeting. TAC items are usually generated by citizens/residents in the immediate vicinity. In an effort to respond to them in a timely manner, we request a formal recommendation be submitted within a two-month period from the continuance date. TAC staff is available to provide background information on any item that is continued by your group and to answer any questions you may have. We look forward to receiving your group's input.

If your community planning/sponsor group continues an item, it is important that we receive a written reply stating what action your group formally recommends to the Board of Supervisors. Your group's formal recommendation will then be included as part of the Chief Administrative Officer's report to the Board of Supervisors regarding the TAC recommendations. After reviewing both the TAC and the community planning/sponsor group's recommendation, the Board will make the final decision as to what action will be taken.

If you have any questions or need additional information regarding this procedure, please contact me at (858) 694-3843.

Very truly yours,

Kenton R. Jones, Secretary
San Diego County Traffic Advisory Committee
KRJ:mrp
Attachment



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

April 25, 2014

AGENDA

- I. Call to Order / Roll Call**
- II. Pledge of Allegiance**
- III. Approval of Minutes from March 14, 2014**
- IV. Items for Review**

SUBJECT	LOCATION	AREA	PLANNING/ SPONSOR GROUP
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SUPERVISORIAL DISTRICT 2

A.	SPEED LIMIT	HARBISON CANYON ROAD	HARBISON CANYON	CREST-DEHESA
B	SIGNALIZATION	ASHWOOD ST @ EL CAP H.S. MAIN ACCESS	LAKESIDE	LAKESIDE

SUPERVISORIAL DISTRICT 3

A.	INTERSECTION CONTROL	CAM SAN BERNARDO @ DEER RIDGE RD	4S RANCH	SAN DIEGUITO
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SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 25, 2014

Item 2-A

SUPERVISORIAL DISTRICT: 2

SUBJECT: Speed Limit

LOCATION: Harbison Canyon Road from a point 1,900 feet south of Collier Way southerly to Dehesa Road (1.6 miles), HARBISON CANYON (Thos. Bros. 1253-B3) Crest-Dehesa Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Review for Formal Speed Limit and Radar Certification

(NOTE: This item was continued from the 12-13-13 meeting at the request of the Crest-Dehesa Community Planning Group.)

PROBLEM AS STATED BY REQUESTER:

The current speed limit is an unposted 55 MPH maximum. Measured speeds and operating conditions support a 45 MPH posted speed limit. Please review appropriateness for establishment of a formal speed limit and radar certification.

Existing Traffic Devices

Harbison Canyon Road is a striped two-lane roadway that measures approximately 26 feet wide. There is edge-striping along both sides of the roadway. The road is unposted. The road is classified as a Light Collector on the County General Plan Mobility Element Network.

<u>Average Daily Traffic Volumes</u>	<u>05/12</u>	<u>04/02</u>	<u>07/95</u>
Harbison Canyon Road: N/o Dehesa Road	2,510*	2,360*	1,850*

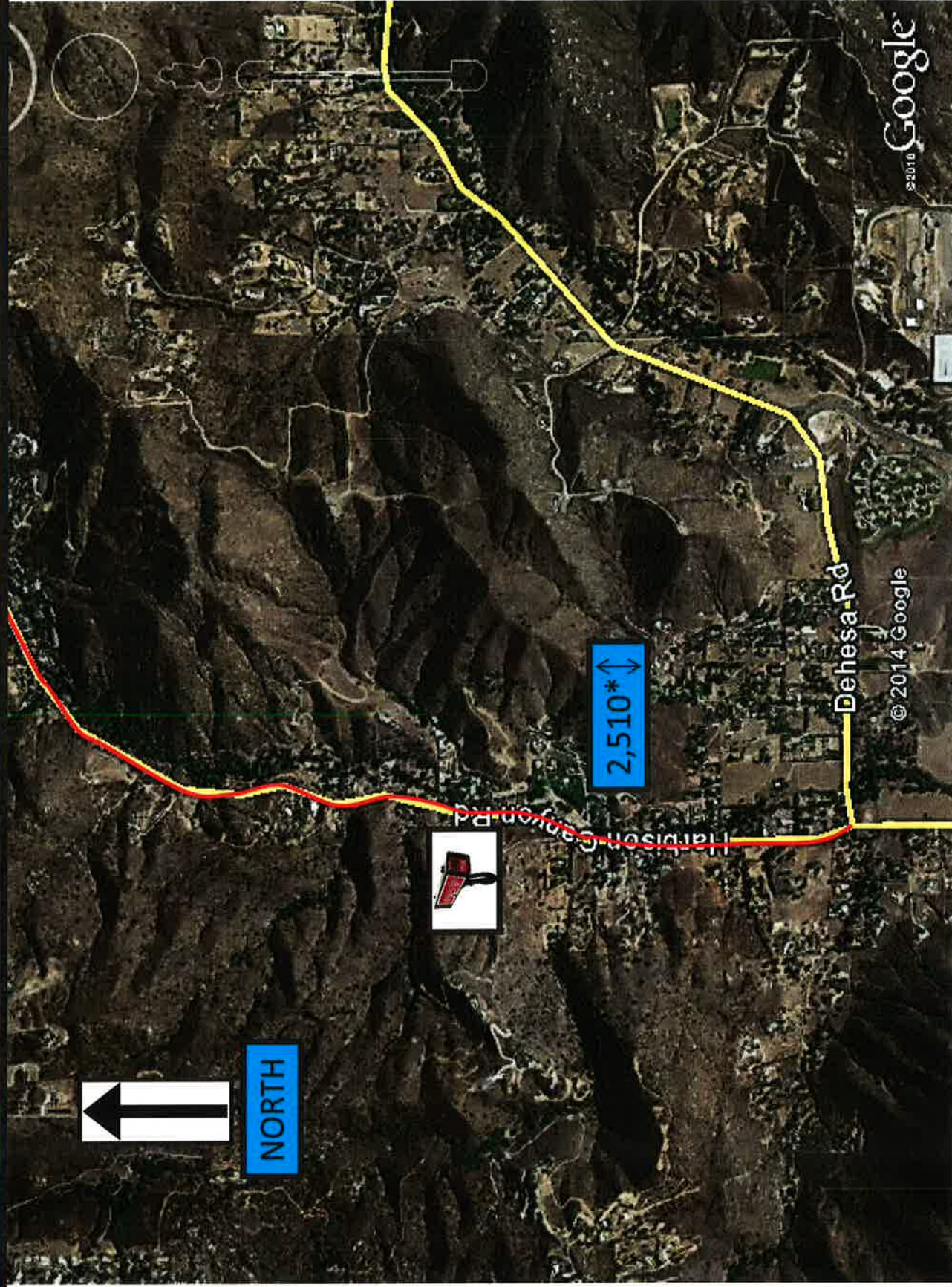
* Two-way Count

<u>Spot Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Harbison Canyon Road: 1,500 ft N/o Dehesa Road (02/14)	49.0 MPH	40-49	66.0%

Collision Data

There have been 11 reported collisions along this segment of roadway, five of which involved injury in the last five year period (01-01-09 to 12-31-13).

Harbison Canyon Road from a point 1,900 feet south of Collier Wy southerly to Dehesa Rd.



Spot Speed Study

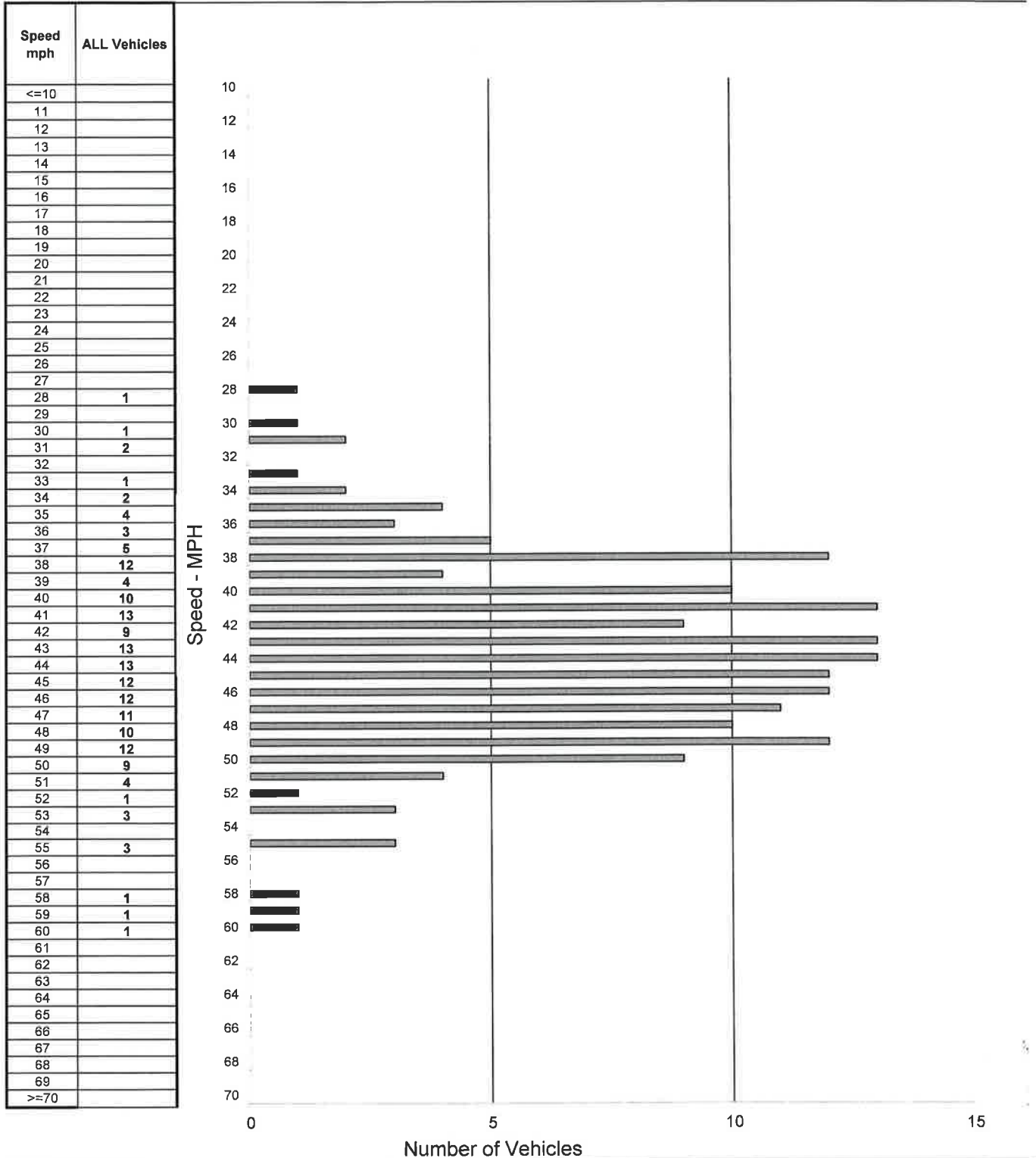
Prepared by: National Data & Surveying Services

City of Harbison Canyon

DATE: 2/7/2014
TIME: 09:00-11:00

Location: Harbison Canyon Rd 1500' n/o Dehesa Rd
Posted Speed: None Overcast/Damp Project #: 14-4036-001

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	173	28 - 60	44 mph	49 mph	40 - 49	115	66%	20% / 35	14% / 23

CREST-DEHESA-GRANITE HILLS-HARBISON CANYON SUBREGIONAL PLANNING GROUP. Minutes of the meeting on 13 January 2014, at Crest Community Association Building, 113 North Park Drive, El Cajon (Crest).

A. CALL TO ORDER. Chairman Wally Riggs called the meeting to order at 7:02 PM.

B. ROLL CALL. Planning Group members Bowen, Ulm, Slagill, Carroll, Walls, Krickhahn, Riggs, Bretz, Manning, Harris and Underwood were present, forming a quorum of 11. Members Vandover, Myrick and Hertel were absent, but excused. Seat 15 is vacant.

C. PLEDGE OF ALLEGIANCE. The Pledge of Allegiance was recited.

D. APPROVAL OF MINUTES. Mary Manning requested correction of the minutes of the meeting on 9 December, commenting that in Item G1, 2nd line, the date "10 December" should be changed to "7 January 2014." Jason Harris moved that the Planning Group approves the minutes of the 9 December meeting with Mary Manning's correction. The motion passed (11 yes; 0 no; 0 abstain).

E. PUBLIC COMMUNICATION. No one requested to speak.

F. ACTION ITEMS.

F1. Discussion and action on PDS 2013-ad-13-022, ER-99-14-0193 Replacement Map. Chairman Riggs informed the Group that this item is a request for approval of a Replacement Map, new engineer's report and a County-approved biological study for a project to remove several boulders that were wrongly placed in dedicated open space on APN 508-180-18, at 1903 Saxton Lane (La Cresta Road at Old Bend Road). The Planning Group previously voted approval of the map and engineer's report for this project in July, 2013, and nothing has changed in the details of the project since then, although a new engineer is now involved. Jason Harris moved that the Planning Group approves PDS 2013-1D-13-022, ER-99-14-0193 Replacement Map as proposed. The motion passed (11 yes; 0 no; 0 abstain).

F2. Discussion and action on 50 MPH speed limit on Harbison Canyon Road from Collier Way south to Dehesa Road. Chairman Riggs reported that over 200 emails were sent to residents of Dehesa Valley and Harbison Canyon to request input from the local community about the 50 MPH speed limit proposed for a section of Harbison Canyon Road from Collier Way south to Dehesa Road. Mary Manning reported that most residents think a reduced speed limit of 40 MPH should be continued south on Harbison Canyon Road to Dehesa Road beginning at the "End 40 MPH" sign; and that a 50 MPH speed limit beginning at Collier Way is not appropriate.

Jackie Finch, Harbison Canyon, spoke about her 17 years of experience driving a school bus route along Harbison Canyon Road, with six different bus stops for loading and unloading children. She did not think a speed limit greater than 40 MPH is safe or

Pat Ulm requested that consideration of POD 134-014 is included on the agenda of the Planning Group's February meeting, and that she will review the issue to report to the Group about it then. No Group action was proposed or taken.

G. GROUP BUSINESS.

G1. Announcements and correspondence. Chairman Wally Riggs announced that anyone wanting to contact him quickly, especially the afternoon before a Planning Group meeting, should call his telephone number rather than sending an email.

G1a. Resignation of Jack Vandover, Seat 10 (Harbison Canyon). Chairman Riggs announced that Jack Vandover is planning to resign his Planning Group seat in July 2014. He will remain active in Seat 10 until July, unless a candidate for appointment wants to apply for nomination before then.

G2. Expense reimbursement requests. There were no requests.

G3. Discussion and action item, election of Group officers for 2014. Chairman Riggs asked Herb Krickhahn, Chair of the Ad Hoc Subcommittee for Nominating Group Officers, to act as Chair for this agenda item. Herb reported that all 3 existing officers of the Planning Group agreed to continue in their current offices if the Group concurred; or anyone else interested in serving as an officer could request nomination and a vote.

Herb Krickhahn moved that the Planning Group accepts and approves Wally Riggs as Chairman, Jason Harris as Vice-Chairman and Bill Bretz as Secretary, and for them to remain and continue as the 2014 Planning Group officers. The motion passed (11 yes; 0 no; 0 abstain).

G4. Subcommittee reports. There are none.

G5. Meeting updates. The 10 February 2014 meeting of the Planning Group will be held at the Crest Community Association building, 113 North Park Drive, Crest.

H. ADJOURNMENT. Judy Bowen moved adjournment at 8:25 PM. The motion passed unanimously.

Respectfully submitted, William Bretz (Secretary)

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 25, 2014 **Item 2-B**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Signalization

LOCATION: Ashwood Street and El Capitan High School main access, LAKESIDE (Thos. Bros. 1232-B2) Lakeside Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Review Appropriateness for Signalization

PROBLEM AS STATED BY REQUESTER:

Based on traffic signal warrant calculations recently conducted at Ashwood Street and El Capitan High School main access, several traffic signal warrants were met with respect to desired entrance reconfigurations. We respectfully request this three-way intersection be reviewed for placement on the County's Traffic Signal Priority List.

Existing Traffic Devices

Ashwood Street , a striped two-lane roadway, varies in width from 39 feet to 40 in width. The northbound leg has a left-turn only lane with the appropriate advanced notification signs and delineators in place. At the main school access, Ashwood Street has one through lane in each direction. There is edge striping along both sides of the roadway. The road is posted 50 MPH/Radar Enforced. This roadway is classified as a Collector Road on the County General Plan Mobility Element Network.

El Capitan High School main access, the west leg, is a one-way entrance only, private road and measures 24 feet wide.

Average Daily Traffic Volumes

09/13

Ashwood Street:

N/o Main Access to H.S. 7,769 SB

S/o Main Access to H.S. 6,192 NB

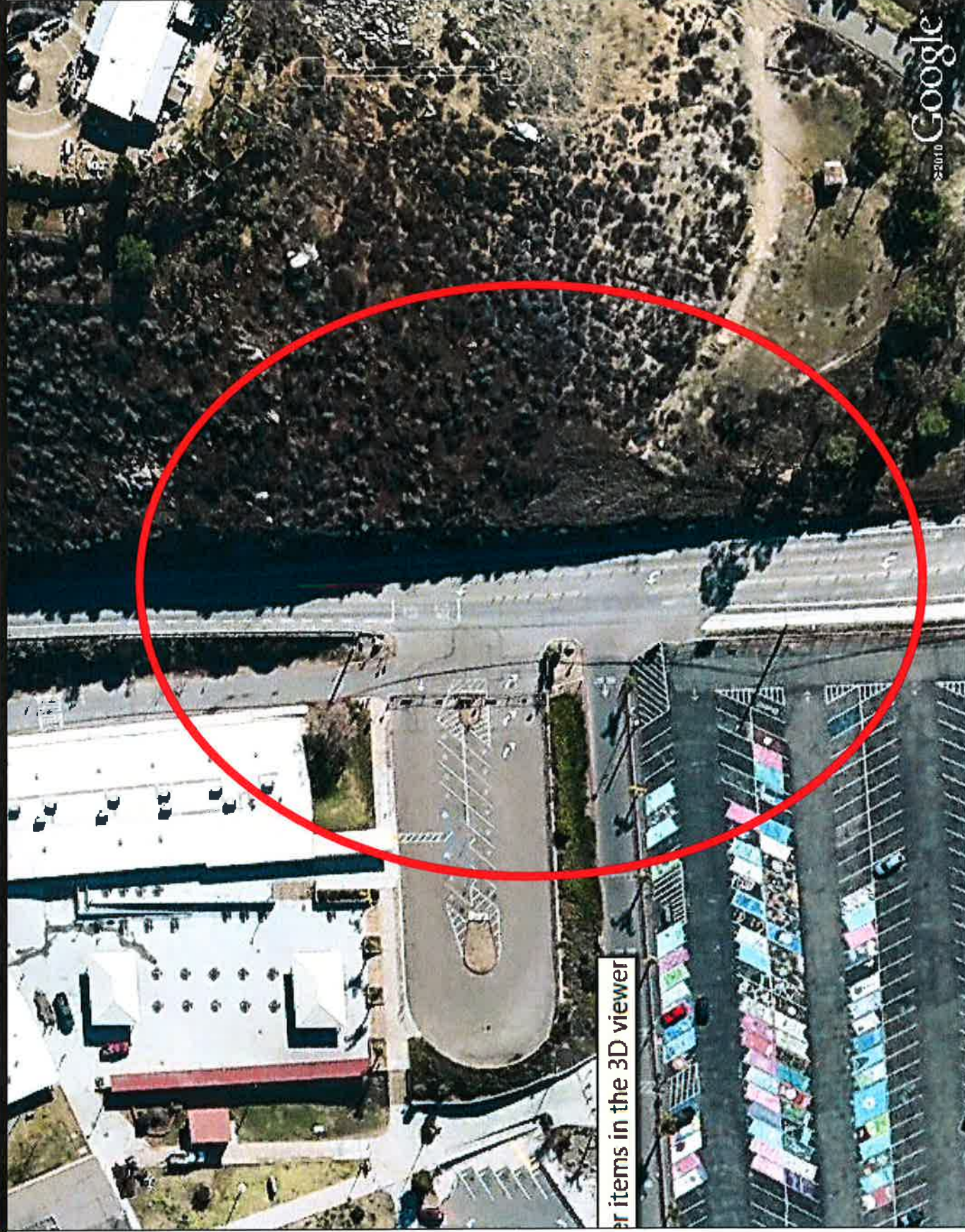
El Capitan H.S. Main Access:

S/o Main Access to H.S. 1,929 EB

Collision Data

There have been four reported collisions at this intersection, one of which involved injury in the last five years (01-01-09 to 12-31-13).

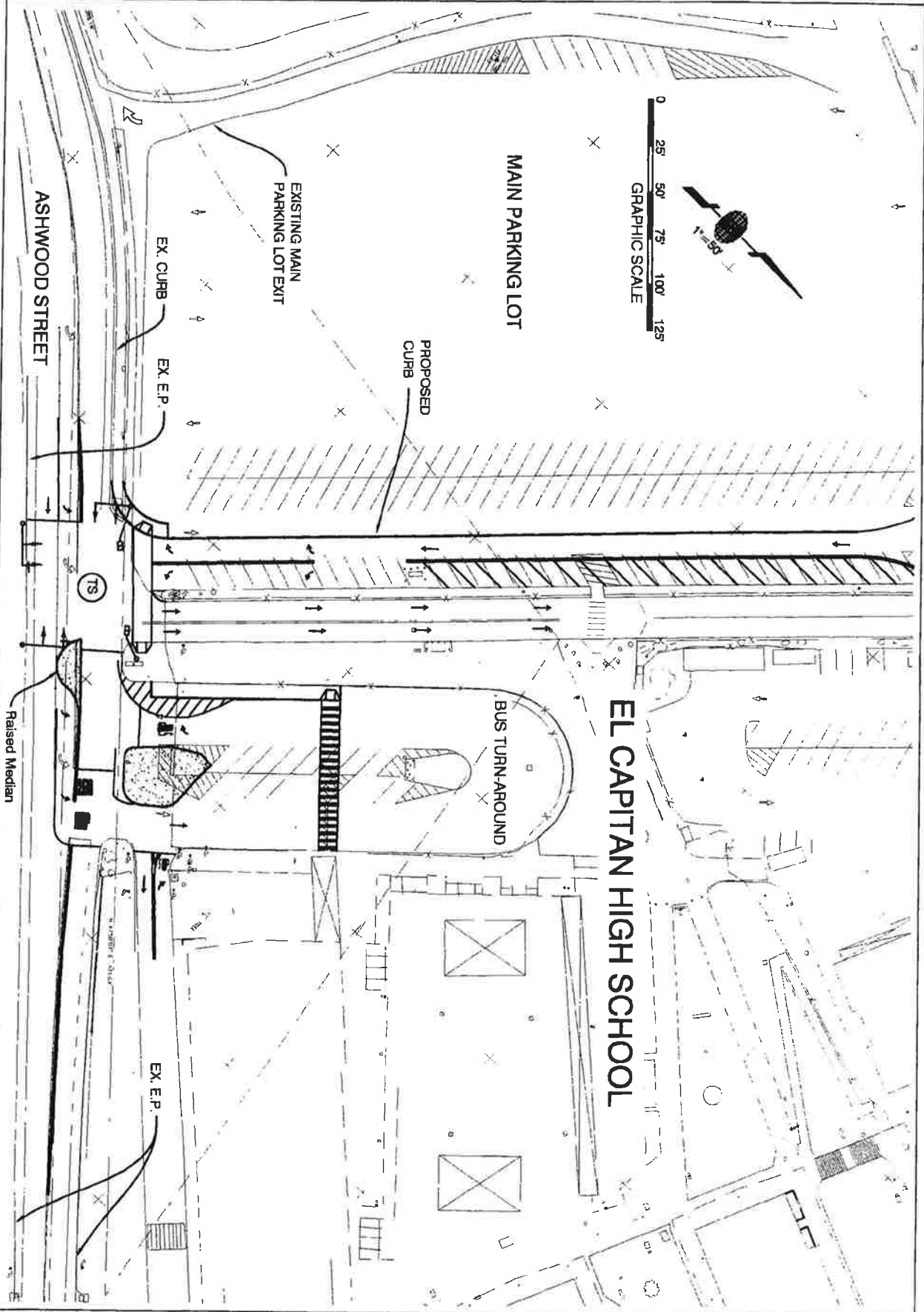
Ashwood Street @ El Capitan High School Entrance



er items in the 3D viewer

EL CAPITAN HIGH SCHOOL

PROPOSED TRAFFIC SIGNAL LAYOUT



PREPARED FOR: Grossmont Union High School District
ADDRESS/PHONE: 1100 Murray Drive, El Cerrito, CA 92020-5684
(619) 644-8150

PREPARED BY: RICHARD CRAFTS, RCE TRAFFIC ENGINEERING
NAME: RICHARD CRAFTS
ADDRESS/PHONE: 8720 DILLON DRIVE, LA MESA, CA 91941
(619) 593-8151

SHEET 1 OF 1

200'

ASHWOOD STREET

EXIST 25' HIGH SLOPE

FIRE LANE / GATED ACCESS ROAD

ENTRANCE

DROP OFF

AND STAFF

PARKING

PARKING LOT ENTRANCE

PARKING LOT EXIT

FIRE LANE / ACCESS ROAD

ENTRANCE

© 2013 Google

© 2013 INEGI

Data SIO, NOAA, U.S. Navy, NGA, GEBCO

Google

COUNT LOCATIONS

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 25, 2014 **Item 3-A**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Intersection Control

LOCATION: Deer Ridge Road and Camino San Bernardo, 4S Ranch (Thos. Bros. 1109 E-4) San Dieguito Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Review Appropriateness for Intersection Control

PROBLEM AS STATED BY REQUESTER:

This four-legged intersection has similar entering volumes on all legs. Preliminary reviews indicate additional regulatory intersection controls may be appropriate, such as signalization or an all-way stop.

Existing Traffic Devices

Deer Ridge Road is a striped two-lane roadway that measures 38 feet wide. Both legs are stop controlled with limit lines and pavement legends in place. The road is posted 25 MPH on the southern leg and unposted on the northern leg. (NOTE: This roadway is unclassified on the Circulation Element Map.)

Camino San Bernardo is a striped four-lane roadway that measures 80 feet wide. The road is posted 45 MPH Radar Enforced (NOTE: This roadway is classified as a Major Road on the Circulation Element Map.)

<u>Average Daily Traffic Volumes</u>	<u>10/13</u>
Deer Ridge Road:	
S/o Camino San Bernardo	781 NB
N/o Camino San Bernardo	666 SB
Camino San Bernardo:	
E/o Deer Ridge Road	1,274 WB
W/o Deer Ridge Road	722 EB

Collision Data

There have been three reported collisions along this segment of roadway in the last five years (01-01-09 to 12-31-13).

Camino San Bernardo @ Deer Ridge Road

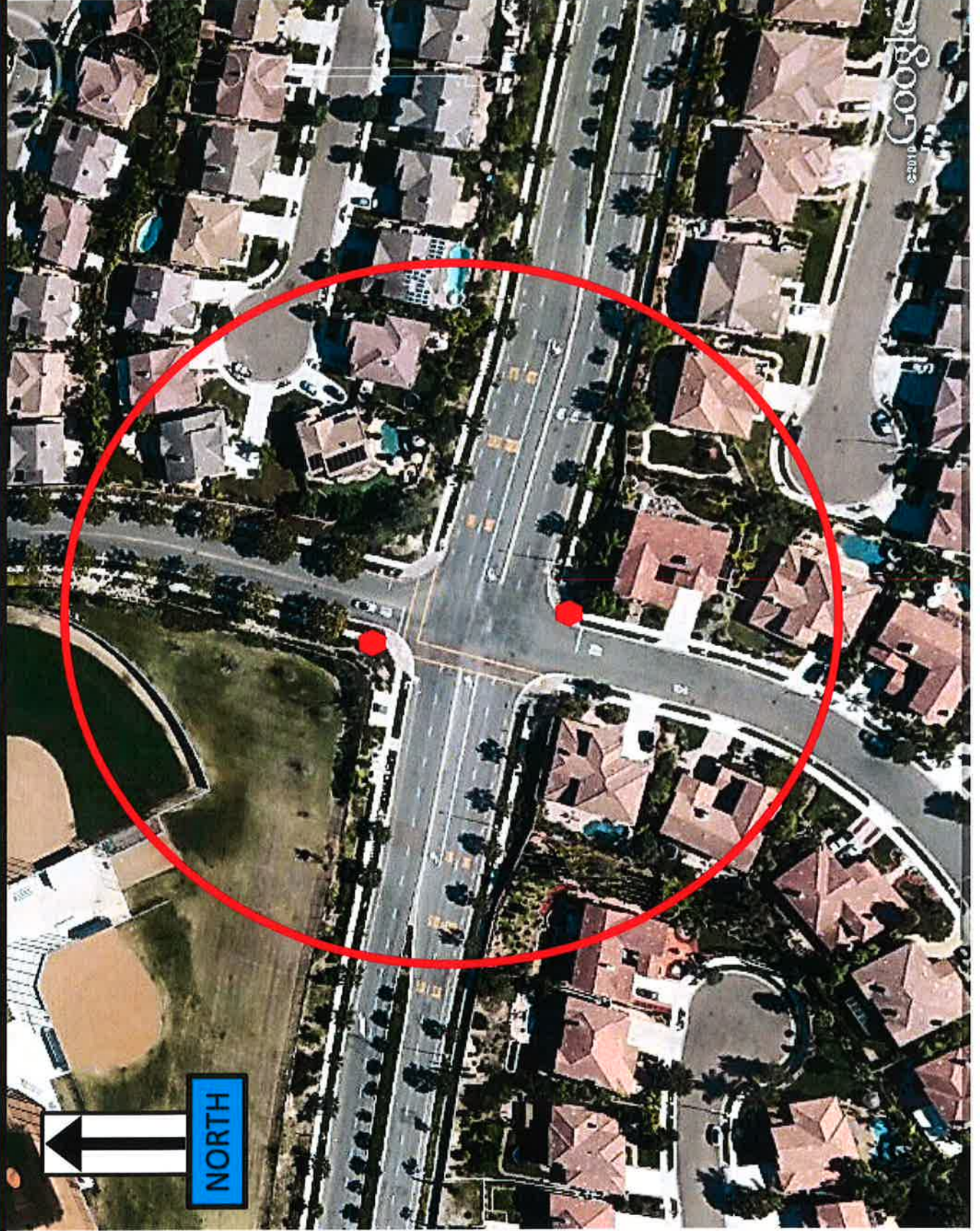


Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE _____
 CALC _____ DATE _____
 CHK _____ DATE _____

DIST _____ CO _____ RTE _____ PM _____
 Major St: Cam San Bernardo
 Minor St: Deer Ridge Rd

Critical Approach Speed 45 mph
 Critical Approach Speed 0 mph

Speed limit or critical speed on major street traffic > 40 mph ☒ }
 or
☐ } **RURAL (R)**
 In built up area of isolated community of < 10,000 population ☐ }
☐ **URBAN (U)**

WARRANT 1 - Eight Hour Vehicular Volume SATISFIED YES ☐ NO ☒
 (Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume 100% SATISFIED YES ☐ NO ☒
 80% SATISFIED YES ☐ NO ☒

MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)					80% SATISFIED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>												
					U		R		U		R						
APPROACH LANES	1				2 or More												Hour
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)	7	8	9	14	15	17	18	19					
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	60	150	90	50	120	50	50	70					

Condition B - Interruption of Continuous Traffic 100% SATISFIED YES ☐ NO ☒
 80% SATISFIED YES ☐ NO ☒

MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)					80% SATISFIED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>									
		U	R			U	R							
APPROACH LANES	1			2 or More		7 / 8 / 9 / 14 / 15 / 17 / 18 / 19 / Hour								
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)	115	375	140	120	210	140	190	125		
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)	60	150	90	50	120	50	50	70		

Combination of Conditions A & B SATISFIED YES ☐ NO ☒

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes <input type="checkbox"/> No <input type="checkbox"/>
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes <input type="checkbox"/> No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Does not meet any warrants

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume

SATISFIED* YES ☐ NO ☒

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	8	9	15	18	Hour
Both Approaches - Major Street		✓	375	140	210	190	
Higher Approach - Minor Street	✓		150	90	120	50	

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<u>OR</u> , All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

**WARRANT 3 - Peak Hour
(Part A or Part B must be satisfied)**

SATISFIED YES ☐ NO ☒

PART A

SATISFIED YES ☐ NO ☐

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; <u>AND</u>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

PART B

SATISFIED YES ☐ NO ☒

APPROACH LANES	One	2 or More	8	Hour
Both Approaches - Major Street		✓	375	
Higher Approach - Minor Street	✓		150	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<u>OR</u> , The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 3 of 5)

WARRANT 4 - Pedestrian Volume
(Parts 1 and 2 Must Be Satisfied)

N/A

SATISFIED YES ☐ NO ☐

Part 1 (Parts A or B must be satisfied)

Hours --->

A.

Vehicles per hour for any 4 hours				
Pedestrians per hour for any 4 hours				

Figure 4C-5 or Figure 4C-6
SATISFIED YES ☐ NO ☐

B.

Vehicles per hour for any 1 hour				
Pedestrians per hour for any 1 hour				

Figure 4C-7 or Figure 4C-8
SATISFIED YES ☐ NO ☐

Part 2

SATISFIED YES ☐ NO ☐

<u>AND</u> . The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<u>OR</u> . The proposed traffic signal will not restrict progressive traffic flow along the major street.	Yes <input type="checkbox"/>	No <input type="checkbox"/>

WARRANT 5 - School Crossing
(Parts A and B Must Be Satisfied)

SATISFIED YES ☐ NO ☒

Part A

Gap/Minutes and # of Children

SATISFIED YES ☐ NO ☒

Gaps vs Minutes	Minutes Children Using Crossing	60
	Number of Adequate Gaps	
School Age Pedestrians Crossing Street / hr		46/44

Hour

Gaps < Minutes YES ☐ NO ☐

AND Children > 20/hr YES ☒ NO ☐

<u>AND</u> . Consideration has been given to less restrictive remedial measures.	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
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Part B

SATISFIED YES ☐ NO ☐

The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
<u>OR</u> . The proposed signal will not restrict the progressive movement of traffic.	Yes <input type="checkbox"/>	No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 4 of 5)

WARRANT 6 - Coordinated Signal System
(All Parts Must Be Satisfied)

SATISFIED YES ☐ NO ☒

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	
≥ 1000 ft	N <u>N/A</u> ft, S <u>N/A</u> ft, E <u>1350</u> ft, W <u>N/A</u> ft	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes <input type="checkbox"/> No <input type="checkbox"/>
OR, On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		

WARRANT 7 - Crash Experience Warrant
(All Parts Must Be Satisfied)

SATISFIED YES ☐ NO ☒

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.		Yes <input type="checkbox"/> No <input type="checkbox"/>
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
5 OR MORE		
REQUIREMENTS	CONDITIONS	✓
ONE CONDITION SATISFIED 80%	Warrant 1, Condition A - Minimum Vehicular Volume	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic	
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 152 for any hour OR, Ped Vol ≥ 80 for any 4 hours	

WARRANT 8 - Roadway Network
(All Parts Must Be Satisfied)

SATISFIED YES ☐ NO ☒

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES	✓	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour <u>610</u> Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday.		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	OR During Each of Any 5 Hrs. of a Sat. or Sun. <u> </u> Veh/Hr		
CHARACTERISTICS OF MAJOR ROUTES		MAJOR ROUTE A	MAJOR ROUTE B
Hwy. System Serving as Principal Network for Through Traffic		✓	
Rural or Suburban Highway Outside Of, Entering, or Traversing a City		✓	
Appears as Major Route on an Official Plan			
Any Major Route Characteristics Met, Both Streets			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 5 of 5)

**WARRANT 9 - Intersection Near a Grade Crossing
(Both Parts A and B Must Be Satisfied)**

N/A

SATISFIED YES ☐ NO ☐

<p>PART A</p> <p>A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach. Track Center Line to Limit Line _____ ft</p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>
<p>PART B</p> <p>There is one minor street approach lane at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-9.</p> <p>Major Street - Total of both approaches: _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH</p> <hr/> <p>OR, There are two or more minor street approach lanes at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-10.</p> <p>Major Street - Total of both approaches : _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH</p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>

The minor street approach volume may be multiplied by up to three following adjustment factors (AF) as described in Section 4C.10.

- 1- Number of Rail Traffic per Day _____ Adjustment factor from table 4C-2 _____
- 2- Percentage of High-Occupancy Buses on Minor Street Approach _____ Adjustment factor from table 4C-3 _____
- 3- Percentage of Tractor-Trailer Trucks on Minor Street Approach _____ Adjustment factor from table 4C-4 _____

NOTE: If no data is available or known, then use AF = 1 (no adjustment)

TAC 4-25-14
ITEM 3-A

County of San Diego
Department of Public Works

ALL-WAY STOP WARRANTS

Major Street Cam San Bernardo
Minor Street Deer Ridge Rd
vehicles + peds

(Item 1) FOR EACH OF ANY EIGHT HOURS:

500 TOTAL VEHICLES ENTERING THE INTERSECTION

200 TOTAL VEHICLES ON MINOR STREET APPROACH

-OR-

(Item 2) 5 CORRECTABLE ACCIDENTS IN MOST RECENT 12 MONTHS

Minimum Vehicle Volume Warrant must be satisfied in any 8 hours of a 24 hour Day

Use Reduced Warrants if 85th Percentile Speed Limit is Greater than 40 MPH

HOUR	Full Warrant	Reduced Warrant	7	8	9	14	15	17	18	19
Major Street Approach			(+37p) 115	375	140	120	(+33p) 210	140	190	125
Minor Street Approach	200	140	(+46p) 120	935	140	90	(+47p) 190	90	95	90
TOTAL	500	350	320	610	280	210	480	230	285	215

NO. CORRECTABLE ACCIDENTS (MOST RECENT 12 MONTHS) 0

	YES	NO
VOLUME WARRANT MET	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ACCIDENT WARRANT MET	<input type="checkbox"/>	<input checked="" type="checkbox"/>